

## SULKY BLUEFISH DASH HOPES FOR CHEAP FOOD

They're Believing Better, but Still Sea Food Offers Small Chance for Economy.

## BASS AND PORGIES CHEAP Denizens of the Deep All Deregulate in Their Duty to a Scanty Table.

At a time when housewives are turning to fish as a substitute for high priced meats, thus increasing the demand for sea foods, many kinds of fish are sulking in the deep and refusing to bite, thus decreasing the supply.

All along the Jersey coast fishermen complain that the bluefish, always a queer minded fellow, has been particularly provoking this season. Fishermen have spotted big schools of blues from time to time, but the sea has been full of small fish and the blues have been satisfied to stick to home far to the great disappointment of men whose living depends on luring them out.

Down at Fulton Fish Market it was said yesterday afternoon that there had been two or three big runs of blues and that fish have been coming to the market in fairly generous shipments the past two days.

Fresh mackerel are scarce and Prince Edward and Block Island fishermen report a very poor season. As a rule mackerel arrive around Decoration Day, but thus far, except for occasional lucky catches, there have been none to speak of down East.

Weakfish should have been here in great quantities six weeks ago, but this popular fish has fought shy of waters hereabout and the fishermen are beginning to have their own private opinions about it.

Salmon trout are also scarce up around the great lakes, and the dairy pumpkins, which comes from southern waters, is getting to be so rare in the markets that it is now quoted from 40 to 50 cents a pound, which is a trifle higher than beef.

There are lots of seabass, however, in the lower bay and down the Jersey coast, but they are afraid to take it into their heads almost any time to quit biting. Fishermen say, for that is a way they have. Smelts are now coming in and soft shell crabs are getting plentiful. The season for scallops opens on September 1 and indications are that there will be lots of them in the scallop zone off Long Island, Rhode Island and points down East.

It was said at Blackfish, Chesapeake Bay, and other places in Fulton Market yesterday afternoon that the prices of fish are governed altogether by supply and demand, and while the price of one variety may advance one day another may go down. As a rule prices average about the same as a year ago.

"It's all a matter of ups and downs," said one wholesaler, "and it's all mixed together on conditions. Fish are coming in more or less, principally less, these days. What the fishermen need to improve their business is a big storm that will stir up the sea and start the fish biting."

In Washington Market and elsewhere the following retail quotations of fish were made: Seabass, 12 and 15 cents; mackerel, 20 cents; porgies, 12 cents; halibut, 20 cents; Kennebec salmon, 35 cents. Bluefish were quoted at 15 cents a pound. Last week they were 18 cents and two weeks ago 20 cents. This week's reduction in price is due to the fact that hauls of blues have been made in the past few days.

Soft shell crabs are now bringing 75 cents and \$1 a dozen. Fish dealers are much amused over a new State law which makes it possible for them to handle the price of fish in the market and exposed for sale as long as each and every fish under six inches in length shall have a metal tag run through its tail bearing the initials of the New York State Fish Commission.

The tags cost three cents each and can only be used once. It is necessary to keep each tag just where it is from the time that the fish is taken to the market and served on the breakfast table. Fishermen of trout are warned not to swallow the tag.

Beef still remains scarce but prices are about the same. Washington Market retail quotations yesterday were: Sirloin steak, 25 cents a pound; porterhouse steak, 30 cents; round steak, 20 cents; rib roast, first cuts, 25 cents; other cuts, 18 to 21 cents.

Veal cutlets are 32 cents a pound, veal chops, 24 cents; leg of veal, 20, and shoulder, 18. The price of lamb has advanced three cents a pound in three weeks.

Legs of spring lamb are 20 cents a pound and hind quarters 20 cents. Legs of mutton are bringing 14 cents a pound and mutton chops 14 cents.

The wholesale price of chickens has increased from 15 to 17 cents in the last two weeks and retail prices are now quoted as follows: Roasting chickens (large), 28 cents a pound; small, 25 cents; fresh killed fowl, 20 cents.

Fresh eggs today a jump yesterday from 15 to 16 cents a dozen, it is said. The fashion among self-respecting hens to change their plumage at this season of the year.

Everybody in Washington Market says that nobody is making any money these days. They say profits are small because prices have to be kept at a point where people will buy.

"Nobody need get an idea that the election of a President or action by Congress is going to reduce the price of food," said one butcher yesterday. "Produce and beef you got to feed the cattle on corn. Corn and feed are high and if you put high priced corn into beef, the cattle raiser has got to get his money out of it. That's all there is to it. There will be no relief until the price of corn comes down."

Many restaurants have followed the example of the Childs Company and have advanced the bill of fare price of meats from five to ten cents. Fish prices remain the same, although in some restaurants, it is said, they have noticeably decreased in size.

Unless the fish quit sulking and recognize their duty to mankind and bite, there's no telling where the price of fish-cakes will go.

## NO EXCUSE FOR DEAR APPLES. Ramp Crop Predicted for All the Principal Regions.

When the man at the fruit stand charges you 5 cents for an apple this fall and slips in the ancient remark about the crop shortage, don't believe him. It is agreed among fruit trade forecasters that this year's apple yield will be tremendous.

About 30,000,000 barrels of apples were grown in the United States in 1911. The estimated yield for 1912 is 44,000,000 barrels. According to the Fruit Trade Journal New England and the Hudson River valley are the only important regions that report a shortage.

The Journal says: "That there will be plenty of commercial apples and enough for manufacturing purposes and that the crop

is well distributed admits of no doubt. The Northwestern crop gives indication of being a bumper."

One State that expects to distribute an unprecedented lot of apples is Virginia, which counts on 1,000,000 barrels, or 400,000 more than last year. Oregon's estimate is 3,000 cars. The Pacific valley in California reports an increase of 30 per cent. Canada's crop will be lighter than last year. The estimate for Nova Scotia is 1,000,000 barrels, which is 500,000 less than in 1911.

W. N. White of 78 Park place said yesterday that fruit is rotting on the ground in the West because railroad freight rates are so high. Unless rates are cut, he said, there would be no money in raising fruit.

But others acquainted with the trade said Mr. White was pessimistic. Joseph W. Gavan of the Fruit Trade Journal said:

"It's safe to say that good fruit, really marketable fruit, never rots on the ground, though it may be that freight rates are too high."

Mr. Gavan observed that California oranges are now bringing from \$1 to \$1.50 a box wholesale in New York. Even at the \$1 rate for inferior oranges he believed that the grower, after paying freight and packing charges, amounting to 85 or 90 cents a box, was making a fair profit, and on the better grades the profit was very good. He said that the price of fruit the consumer usually gets is little fluctuation. In his opinion the retailer's prices are often excessive.

C. E. Thurston of 204 Franklin street, a commission merchant, was not inclined to put all the blame on the railroads. He said that the growers of this year's huge Georgia peach crop had not realized all they hoped in the way of profit, but he thought the main reasons were overproduction and improper distribution.

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## SUES MRS. WILLARD STRAIGHT. Rees, Hit by Her Auto, Wants \$50,000 Damages.

William A. Rees, head of the dying establishment of Rees & Rees, filed suit in the Supreme Court yesterday against Mrs. Dorothy P. Straight, wife of William D. Straight, a prominent real estate man, who was hit by her automobile on February 23, 1911, an automobile owned by her husband, who was then Mrs. Whitney, and driven by her chauffeur, William Gordon, who was killed by a taxicab on Avenue Forty-seventh street.

In a petition for Justice Blackford Rees says that Mrs. Straight is a widow and her sister, Mrs. Almerie H. Paget in 1911, an automobile owned by her husband, who was then Mrs. Whitney, and driven by her chauffeur, William Gordon, who was killed by a taxicab on Avenue Forty-seventh street.

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## RUNAWAY HORSE STARTS TWO MEN RUN ON A BANK

Driver Takes Refuge From Mob in Bank Office and Rumors Fly Fast.

## ALL PAID OFF PROMPTLY The Fretful Depositors Regain Courage When They See No Disposition to Delay.

Williamsburg had a bank run Monday night and yesterday morning, which started from a cause unique.

A driver, whose horse had run away and knocked down a little girl, took refuge from a threatening crowd in the Williamsburg branch of the banking house of Abraham L. Kass, at Graham avenue and Selge street. The crowd stormed about the doors, its presence was reported throughout the district, and a run was on.

Mr. Kass, whose main office is in Essex street, Manhattan, took charge of the situation, and by dint of promptly paying off some hundreds of excited depositors the run subsided about 11 o'clock. The majority of deposits in the institution are so small that the run drew out only \$10,000 more than usual. The withdrawals ranged between \$5 and \$100. By noon the street and the banking offices had resumed their normal quiet.

The child in the case was not hurt. She had been in the way of a horse, which had run away towing a delivery wagon. She was knocked down but rolled to one side uninjured.

The crowd, thinking the child had been killed, started for the driver, who, knowing the disposition of such a mob, ran into the first open door, which happened to be that of the bank.

The pursuers poured in after him, but the bank's special policeman drove them back. He kept open up to 11 o'clock. At that hour the employees told the unpaid depositors to come back at 7:30 o'clock yesterday morning.

At 7:30 o'clock the doors were open and paying off began again with about 100 persons in line. The line dwindled and those waiting to drop out when they saw that everybody got his money quickly. Mr. Kass walked about visible to all. Sight of him and proof that he had not run away increased the confidence and the line was disposed of by 11 o'clock. Depositors began to come in and the run was over.

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## SPEEDING FINES GO TO STATE. Money Not for Local Purposes, Attorney-General Decides.

ALBANY, Aug. 6.—Attorney-General Carmody today gave an opinion that all "fines and penalties collected by local authorities for any criminal act in relation to the use of public highways by motor vehicles, whether imposed under local ordinances or State law, should be paid into the State treasury."

The opinion is in accordance with views recently expressed by Gov. Dix and affects situations in several parts of the State.

## ANOTHER PRINCESS NOW FOR "CURRY JOE" SMILE

Former Cook Is the Son, It Seems, of the Ameer of Beluchistan.

"Perhaps you recollect me—a younger son of the Ameer of Beluchistan, East India," reads a circular which was sent to THE SUN two years ago next Saturday from Oocawana Island.

The note accompanying the circular invited THE SUN to make a short stay at the island and it was signed by Prince Ranji Smile. There was no difficulty then in recollecting Prince Ranji Smile as plain Joe Smile, a curry cook of parts who had made himself famous at Sherry's.

It also was recollecting that ten years before Prince Ranji, accompanied by fifteen solemn Hindoos, had arrived in New York from Montreal. There and in London he had become well known for his urbane, his sprightliness and the size of his fortune, but on arriving in New York it was his talent as a cook that was remembered and the immigration authorities wanted to know why he was bringing in those Hindoos. Bahar Bux, the engaging female who accompanied Joe, explained matters in such an unexplained way that she and her brown bare feet and the fifteen glum Hindoos were sent away.

So it was that when the City Hall aroused itself yesterday about an East Indian prince whom Alderman John McCann had married to Miss Violet Ethel Hochitz, daughter of a photographer at 221 East Avenue, and the name of the bridegroom appeared as Ranji Smile, there were further recollections. It was remembered that on May 19, 1910, Prince Ranji Smile had procured a license to marry Miss Anna Maria Washington Davies, who gave her address as the Newport apartments in West 104th street, which was at that time the temporary office of Prince Ranji. No return on that license ever was made to the County Clerk, but a few months later the Prince wrote in his circular, "My wife and adored Princess, wanting a home, I found this beautiful, enchanting island."

He said yesterday that the Princess had been dead nearly two years.

Prince Ranji now gives his address as the Café des Beaux Arts, his occupation as a merchant of Beluchistan, East India, and his parents as the Ameer of Beluchistan and the Princess Zora Kahlek. Two years ago his parents were Haji and Princess Zora Narbexy and his residence was Oocawana Island. He was the same yesterday as he was two years ago, being 30. Three years ago he said he felt in wealth at the age of 35.

Miss Hochitz said she was 20 years old and lived at 11 East Twenty-second street. She said yesterday that the Prince had been dead nearly two years.

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## HATS INSTEAD OF CAPS FOR SAILORS IN NAVY

Traditional Flapping Collar Also Likely to Be Abolished.

## BLUNDERBUSS TROUSERS OK Government Is Meditating Dress Reform That May Not Please the Wearers.

Despatches from Washington said yesterday that the flat topped round cap and wide collar which have been features of the garb of a sailor since the early days of the United States navy were likely to be discarded. Such action would abolish two of the most familiar features of the uniform.

The proposed change has been preceded by a long period of experiment and discussion. While naval officers have an idea that the sailors would resent any radical change in their costume for shore purposes, so strong are traditions in the navy, the sailors themselves have complained more than once of their present costume when afloat.

The flat topped cap has a habit of getting blown off at unexpected times. Officers have long noticed that when a line of jacksies is drawn up at attention on deck on a formal occasion a gust of wind frequently takes a few caps with it. Not that the sailor himself is entirely free from blame for this, for it is a tradition that he will pick out a cap a few sizes too small so that it can be perched on his head at what he considers a proper angle, although his opinion on this point varies from the manner in which the cap was intended to be worn.

Sailors, too, have spoken among themselves about the collar, with its three stripes of white braid and its two white stars. They like the idea of the collar, but they say it bothers them on a windy day at sea. They think it might be cut smaller. Those who handle the designing of such things do not think this particular sort of collar could be cut down without hurting its appearance.

About two years ago the Bureau of Navigation, which has control over the sailors' dress, had samples of a new cap in heavy blue cloth made, much like the white duck hats the bluejackets wear at work in temperate climates.

One of the traditional features of a sailor's cap is the gold lettered name of the ship. When one of these name bands was put around the new hat, with the brim turned up, the name was hidden by the brim.

Nothing more was heard of the matter until recently when the subject again came up, and the same sort of hat is again being considered.

The matter of shirts has come up recently. The Bureau of Navigation ordered Paymaster Huntington, in charge of the clothes factory at the Brooklyn navy yard, which is the headquarters of the supply for the whole service, to make up samples along new lines. No decision has yet been sent out by the Washington authorities.

The shirt which is being considered is designed after the Dunsmuir shirt now in use by the